

## Automated Commercial Environment—Requirements Recommendation

<b>Date:</b>	July 09, 2001
<b>Number:</b>	MMM – 003A
<b>Requestor:</b>	Multi-Modal Manifest Subcommittee
<b>Customs Co-Chair:</b>	John Considine
<b>Trade Co-Chair:</b>	Len Podgurny

### Requirement

NCAP/ACS must be able to process a shipment (bill-of-lading) that arrives on more than one trip or flight at one or more than one U.S. Port of Arrival for Air and Truck. (split shipment)

### Business Need

Must be accommodated immediately for Air and Truck.

Due to shipment size or conveyance restrictions, it is sometimes necessary for a carrier to transport portions of the same shipment on different trips, or flights departing from a foreign port on a single day or over several days. Split shipments may arrive at the same first U.S. Port of Arrival or different first U.S. Ports of Arrival on the same day or on different days.

Medium term, once regulatory issues have been clarified, ACS will need to be able to accommodate Ocean and Rail for split shipments.

### Technical Need

The same shipment control number and a split identifier will be transmitted for each partial arrival. The system must be able to recognize each arrival as a portion of the same shipment, decrement against the total quantity and provide conditional release notification to the carrier for each partial arrival.

### Benefits

Enables the Trade to use the same shipment control number on each partial arrival and maintains the integrity of the shipment for entry and tracking purposes.

### Risks

Without the ability to handle splits Air will not be able to participate.

### Related Subcommittees

Entry possibly Account Management

**Priority:**    **Critical**    ☒        **High**        ☐        **Medium**        ☐        **Low**        ☐

### Customs Use Only

Approved ☐

Not Approved ☐

Further Evaluation Required ☐